

To-day's
Advertisements.HARMSTON'S
CIRCUSAND
ROYAL MENAGERIE.

LAST NIGHTS!

LAST NIGHTS!!

CHANCE OF PROGRAMME.

First appearance of the
ELDONA BROTHERS
in the Great Aerial Bar Act, concluding with
the PERILOUS DIVE for LIFE from a
distance of 50 feet into a net.

THE JANSONS, JAXX THE MARVEL.

THE SISTERS FREZAGONDA.

THE LARGEST CIRCUS EVER IN
HONGKONG.

GRAND FAMILY MATINEES.

WEDNESDAY, FEBRUARY 27TH.
SATURDAY, MARCH 2ND.

Door Open 2.30 P.M. Commence at 3.30.
Children Half-price to all Parts.

WEDNESDAY EVENING.

FEBRUARY 27TH, 1901.

COMPLIMENTARY BENEFIT

SISTERS FREZAGONDA.

MONA, TESSIE, DORA, DAISY.

A HOST OF NOVELTIES.

THURSDAY EVENING.

AMATEUR RIDERS' NIGHT.

Open to all. A HANDSOME SOUVENIR
to any gentleman who can ride standing on
the back of a horse Three Times around the Circus
ring without coming off. Those intending to
compete will kindly send in their names. Each
rider will have the assistance of the Mechanic
for riding.

Box Office Plan:—ROBINSON, PIANO Co.,
Queen's Road.

POPULAR PRICES.

SOLDIERS' and SAILORS' of ALL NATIONALITIES
admitted to CHAIRS and STALLS HALF-PRICE.

ROBERT LOVE, Manager.
Col. CHAS. B. HICKS, Representative.
Hongkong, 23rd February, 1901. [61c]

THEATRE ROYAL.

BOXING TOURNAMENT.

(Open to All-Comers, to decide the Bond-fide
Championships).

28TH FEBRUARY, 1ST & 2ND MARCH.

Under the Management of
Mr. C. T. ROBINSON.

VALUE OF PRIZES, OVER \$2,000.

GIGANTIC ENTRIES.

PROGRAMME

OF

FIRST SERIES.

16—BOUITS—16

SEE

POSTERS

AND

HAND BILLS.

BOOK SEATS EARLY.

LATE TRAM and LAUNCH will leave
1 hour after Each Performance.

POPULAR PRICES.

STAGE RESERVED SEATS.....\$10 Season.
Do.....\$4 per Night.
DRESS CIRCLE.....\$3 and \$2.
PIT.....\$1.

BOX PLAN NOW OPEN AT
ROBINSON PIANO Co.

Hongkong, 25th February, 1901. [154c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once.

Cargo remaining on board after the 28th
instant, at 2 P.M., will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside;
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 25th February, 1901. [255c]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOGLE."

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI AND
SHANGHAI.

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send
in their Bills of Lading for countersignature
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 25th February, 1901. [155c]

To-day's
Advertisements.THE HONGKONG ODD VOLUMES
SOCIETY.

LECTURE.

MR. J. J. FRANCIS, K.C., has kindly
consented to deliver an ADDRESS in
the CHAMBER OF COMMERCE ROOM, at the
CITY HALL, on TUESDAY, the 5th March,
at 5.15 P.M., on "AN EXAMINATION OF THE
SITUATION IN THE FAR EAST."
The Undersecretary will take the Chair.
Ladies and Members of the Public are
invited.

HENRY E. POLLOCK,
Hon. Secretary,
Hongkong Odd Volumes Society.
Hongkong, 25th February, 1901. [247c]

THE HONGKONG AND WHAMPOA
DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 10% per Share and
BONUS of 14% per Share for the Six
months ending 31st December, 1900, declared
at Monday's Ordinary Yearly Meeting, will be
PAYABLE at the Premises of the HONGKONG
AND SHANGHAI BANKING CORPORATION, on
and after TUESDAY, the 26th February,
and Shareholders are requested to apply for
DIVIDEND WARRANTS at the COMPANY'S
OFFICE, Queen's Building, Praya.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 25th February, 1901. [248c]

HONGKONG CLUB.

NOTICE.

THE FIFTEENTH YEARLY GENERAL
MEETING of the MEMBERS of the
Club will be held in the CLUB HOUSE, on
TUESDAY, the 5th March, 1901, at 5 P.M.
By Order,
C. H. GRACE,
Secretary.
Hongkong, 25th February, 1901. [249c]

PONIES! PONIES! PONIES!!!

THE Undersecretary will hold their Annual
Sale of RACE PONIES on
WEDNESDAY, the 6th March, 1901,
at 3 P.M.,
Opposite the CITY HALL, when upwards of
50 PONIES will be offered.
Entries will be received until NOON on Day
of Sale.
TERMS:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th February, 1901. [250c]

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of the above
LODGE will be held at the FREEMAN-
SONS' HALL, Zetland Street, on FRIDAY,
the 1st March, at 8.30 p.m. precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 25th February, 1901. [251c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the
above Port, on WEDNESDAY, the 27th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 25th February, 1901. [252c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Hall, will be despatched for the
above Ports, on THURSDAY, the 28th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 25th February, 1901. [253c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the
above Port, on WEDNESDAY, the 27th instant,
at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 25th February, 1901. [254c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOCHOW VIA SWATOW AND
AMOY.

THE Company's Steamship

"MAIZURU MARU."

Captain K. Sobajima, will be despatched for the
above Port, on SUNDAY, the 10th March,
at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 25th February, 1901. [255c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"MAIZURU MARU."

Captain K. Sobajima, will be despatched for the
above Port, on SUNDAY, the 10th March,
at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 25th February, 1901. [256c]

THE OSAKA SHOSHEN KAISHA,
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FOR TAMSUI VIA SWATOW & AMOY.

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Agents.
Hongkong, 25th February, 1901. [257c]

THE OSAKA SHOSHEN KAISHA,
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Hongkong, 25th February, 1901. [258c]

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Agents.
Hongkong, 25th February, 1901. [259c]

THE OSAKA SHOSHEN KAISHA,
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THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 25th February, 1901. [260c]

THE OSAKA SHOSHEN KAISHA,
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FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

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THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 25th February, 1901. [261c]

THE OSAKA SHOSHEN KAISHA,
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Agents.
Hongkong, 25th February, 1901. [262c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"MAIZURU MARU."

Intimation.

A. S. WATSON & Co.,
LIMITED.

FOR THE

RACES.

CHAMPAGNE.

Jacquesson (Dry Marquette) 1893.

Fils Brut Naturel 1893.

Jules (Dry).

Mumm (Extra Dry).

"E" WHISKY.

Very Old Liqueur Scotch Whisky.

"B" BRANDY.

Guaranteed Pure Cognac.

PORT.

Of the Finest Vintages.

SHERRY.

Pure Xeres Wines.

AERATED WATERS.

Absolutely Pure.

CIGARS & CIGARETTES.

etc., etc., etc.

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

MARRIAGE.

At Hankow, on the 14th of February, 1901,
by the Rev. Griffith John, D.D., ALBERT LISTER
GRIG, L.M.S., Yochou, to ELIZABETH AU-
GUSTA WYLLIE, L.M.S., Hankow.

DEATHS.

On the 16th of February, 1901, at the General
Hospital, Shanghai, WILLIAM HANBLIN,
aged 24 years.

At the General Hospital, on Sunday, the
17th of February, 1901, GEORGE SAMUEL
WILLIAMS, late 2nd Engineer S.S. *Fungshun*,
aged 26 years, son of Mrs. J. T. Pearson and
the late Captain W. Williams.

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to any gentleman who can ride, standing on horseback, three times round the Circus ring. Intending riders are requested to send in their names to the management. This competition is likely to create a lot of fun, and we expect Thursday evening will see a crowded tent, watching the performance of local riders.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The ordinary yearly meeting of shareholders was held in the Offices of the Company, Queen's Buildings, New Praya, to-day for the purpose of receiving the Report of the Directors and the statement of accounts to the 31st December, 1900. The Hon. J. J. Kewick presided and the other gentlemen present were Messrs. D. Gillies, chief manager, R. Sheehan, D. E. Brown, A. Haupt, J. H. Lewis, N. A. Siebs, J. S. van Buren, P. Witkowski (Directors), H. M. S. H. Esmail, David Haskell, Henry Humphreys, S. H. Michael, Thomas Skinner, C. S. Shup, W. H. Wickham, and Ho Fook.

The Chairman convening the meeting was read. The Chairman said:—Gentlemen, The report and statement of accounts having been in your hands for some days, we will, with your permission, take them as read. It affords your Directors great pleasure indeed to be able to place before you a report which may justly be considered highly satisfactory in every respect, the result of our net profit being not far short of the record half-year of the Company; this has been due in a great measure to the improved efficiency of our establishment which has recently been augmented by the introduction of a number of new machines of the most modern type that have greatly facilitated and increased the output of work. At the same time it is right to mention that a considerable portion of our plant has been occupied in the construction of new vessels, the result of which are not quite so favourable as with repair work, so that our percentage of profit on the gross earnings for the six months is not so large as in some previous reports. You will have observed that the amount available for appropriation is \$879,649.23 and the Board recommends that this amount be distributed as follows:—that a dividend and bonus of \$175,000 making \$30 a share, be paid to the Shareholders, a bonus of \$20,000 to the Contributing Shareholders and of \$35,000 to the European Staff; that \$228,892.01, or about 5 per cent, be written off the value of the docks, steam launches, and material on hand, and the balance, \$567,757.22, be carried to the new account. The Chairman then read a letter which is certainly a very large one, but having in view the fluctuations our business is subject to, our liability to heavy loss from typhoons, and the contingency of keen competition in the future, your Directors feel it incumbent upon them to safeguard the future of the Company and place it in the best position possible to compete with active opposition. Writing down our stock of material has never appeared in any former report; it has been done now, however, on the recommendation of the two experts who have checked and valued our stock in trade, and we feel confident that all Shareholders who take an interest in the permanent prosperity of the Company will approve of their suggestion, more particularly as the scantlings of modern ships have undergone such radical changes that sizes of material which were useful 15 to 20 years ago are now unsuitable; having a quantity of such on hand we find the difficulty of working it off increases every year. The necessity for expansion in our workshops and greater facilities for docking the larger type of vessels is being more acutely felt every day. At the present moment we have a large number of vessels booked for our No. 1 dock, with further engagements extending over the next two months, and in some cases vessels have been obliged to seek for docking accommodation at other ports. In the year 1895 negotiations were opened with the Commander-in-Chief on the China Station for the construction of another dock which would be available for the ships of H.M. Navy on terms analogous to those entered into with the Government in 1883 for the pre-emptive use of all our docks, but after considerable correspondence, on the 22nd February 1898 Commodore Holland informed the Directors that the Lords Commissioners of the Admiralty had decided not to accept the offer. This the Directors much regretted, as for thirty seven years the Hongkong and Whampoa Dock Company had dry-docked the vessels of the British Navy without fail or accident and the Company would have much appreciated the continued confidence of the Admiralty in this respect. By way of giving you some idea of the manner we are capable of handling vessels of large tonnage, I would call your attention to the undocking and docking of two amongst the largest vessels in the British Navy. On Thursday the 14th instant the S.S. *Zealandia*, 14,200 tons, was taken out of dock, and within two hours H.M.S. *Goliath*, 12,950 tons, was placed in the same dock and the stores ready for setting up; the despatch in this instance I have been informed with difficulty has been accomplished by any docking establishment in the world. However, being well aware of the absolute necessity for another dock of large dimensions to meet the wants of the many vessels of great tonnage now in course of construction for the Pacific Trade, the Board of Directors then immediately resolved to proceed with the construction of another dock without any financial help, and to rely entirely on the Shareholders to provide the funds that might be required, and an application was made to the Colonial Government for the land necessary. After waiting for about two years we were informed that the site selected would be given to the Company, but at a high premium, and on a lease of 75 years only; and further that the British Navy must have the pre-emptive right to the use of the Company's docks for which, however, there would be consideration beyond payment of the ordinary tariff rates. With regard to the lease, the term of 75 years only was considered too short and unreasonable in view of the vast amount of local capital invested in dock property, and that nearly the whole of our present land is already held from the Government on leases of 99 years. Aggravated to pre-emptive rights, the Directors had no option but to reluctantly object, as on many occasions this prerogative would necessarily upset the Company's permanent arrangements for the regular docking of mail steamers on the due dates, and lead to much friction with regular constituents. Of course the Dock Company would always use every endeavour to receive H.M. ships into any of their docks on the shortest notice, and to strain their resources in that direction in every way consistent with their public obligations. I may say that the negotiations are still pending, and we are hopeful that the Dock Company may yet be put in possession of the land required on terms and conditions that will be equitable and satisfactory. Your Directors have been devoting their careful attention to the introduction of electric motive power into our workshops so as to be thoroughly in step with the most approved modern practice. Each year more and more machinery is thrown into the scrap heap to make room for new and improved types, but still in many workshops, our own antiquated and unprofitable methods of transmitting power are left in service. Even the most modern methods of workshop production, in which tools are worked up to the power limit, are still in use in many of our workshops.

with belted transmission of power, which makes it quite impossible to realise fully the value of the new system, by not giving the operator the utmost freedom of speed control of machine and tool. The electric motor-drives provide suitable and quickly adjusted speed ranges under all of the ordinary starting loads of workshop appliances. This has in England and America increased from 25 to 50 per cent compared with the old and fixed speed conditions with belts and gears, and being convinced of the utility and advantages of electric drives, your Directors decided to have the system introduced as a motive power for the various machines in the new workshops being erected at Kowloon, besides an illuminating plant has already been installed at the Cosmo-politan Dock. The Aberdeen Docks have been well employed during the six months and have helped very much to relieve the pressure of docking work from the two other establishments. The returns from this establishment for the six months I am pleased to say are most satisfactory. On the 31st December an Extraordinary General Meeting was held for the purpose of passing certain resolutions to alter the Articles of Association for subdivision of the existing shares in the Capital; namely, that the 12,500 fully paid up shares of \$125 each be subdivided into 31,250 fully paid up shares of \$50 each, and these resolutions were duly confirmed at a subsequent meeting held on the 21st day of January. The object in passing these resolutions, as has already been explained to you, is to eventually increase the Capital to \$2,500,000 in 50,000 shares of \$50 each, and we trust the alteration will be fully approved and appreciated by the Shareholders. I take this opportunity of expressing our high estimation of the zeal and attention given by the Staff to the interests of the Company. As you are all aware there is always a great deal of night work necessary at the docks in order to give as little detention as possible to ships when under repair; and although night work under any circumstances is most tiring and laborious, your Staff particularly in this climate, yet the best services of our staff in this respect are at all times given willingly and ungrudgingly. I have also pleasure in informing you that our returns for January and February are very satisfactory and our prospect for the current six months are most encouraging.

Before closing these remarks, gentlemen, I regret to have to intimate to you that our worthy Chief Manager has informed the Directors of his desire to retire in June next, and to relinquish the unique position which he has so long occupied as the controlling head of the Hongkong & Whampoa Dock Co. Mr. Gillies' connection with the Company dates from 1864 and during that long period he has devoted his life and energies to the Company's service, and with what conspicuous success the present position of the Company abundantly testifies. I am sure every one present will unite in wishing Mr. Gillies health and happiness in the Old Country, where, while taking his well earned repose, we may be sure he will still watch with keen interest the development of the Company to whose interests he has so long given his undivided care. (Applause).

Before proposing the adoption of the report and passing the Statement of Account I will be happy to answer any questions you may desire to ask. There being no question asked the Chairman proposed that the report and accounts as presented should be adopted and passed. Mr. Humphreys in seconding said:—Before seconding the adoption of the Report and Accounts I should like to thank the Directors for having decided to give practical effect to a suggestion I made at a meeting of this Company just one year ago with regard to issuing bonus scrip to shareholders. I think the thanks of the shareholders are also due to the directors and the staff for another magnificent report. The principle of writing down assets must commend itself to shareholders but I must confess I would prefer to see anything written down rather than stock of material on hand. If there is any loss or depreciation under this heading it should surely come under Profit and Loss Account and be deducted from earnings. If there is no loss writing down stock below its cost price might open the door to leakage or lead to under-charging for work done by the Company. However if the directors are satisfied I am sure the shareholders who have every confidence in their directors will have no objection. I think every shareholder is sorry that so far nothing has been done in the matter of the New Dock which is so badly wanted. From what you say, Mr. Chairman, I gather the delay is in no way due to the directors, who have worked hard to obtain the necessary site, but to the extravagant demands made on behalf of the British Navy; the attitude of the Authorities in this matter can only give rise to wonder and dismay, for no one should expect to get anything for nothing in mercantile transactions as the Authorities take up a position calculated to retard the necessary expansion of the docking facilities of this port and thus drive away business they are accepting a grave responsibility and one which might have a most serious effect on the Commercial prosperity of this Colony. With these few remarks, I have much pleasure in seconding the adoption of the Report and Accounts.

The retiring directors, Messrs. J. C. Van Buren and J. H. Lewis were unanimously re-elected on the motion of Mr. Murray Bain seconded by Mr. Skinner.

The appointment of Messrs. R. Sheehan, P. Witkowski and D. E. Brown as directors was unanimously carried on the motion of Mr. Wickham seconded by Mr. Haskell.

The auditors, Messrs. Thomas Arnold and Fullerton Henderson were unanimously re-elected on the motion of Mr. Ho Fook seconded by Mr. Shup.

The Chairman:—That is all the business gentlemen. Dividend warrants will be ready to-morrow morning at ten o'clock on application. I am much obliged to you for your attendance.

AT THE MAGISTRACY.

COMMITTED FOR TRIAL FOR ARMED ROBBERY.

The case of Fong Siu, stone-cutter, came on again this morning before Mr. Hazeland. The charge was one of that being armed with a chopper, he did feloniously make an assault upon Lok I. and Tai Yung at Kowloon on the 19th inst. they being under bodily fear of their lives and did steal from them property to the value of \$61.

After hearing the evidence of Sergeant Cameron and others, His Worship committed the case for trial at the next Criminal Sessions.

THE NERVEGNA ARMS CASE.

Mr. Hazeland to-day gave his decision in the case of U. Nervegna and Company, merchants, 17 Queens Road Central. They were charged under the Arms Ordinance but were discharged.

His Worship's decision ruled that the defendants were not lawfully in the possession of the arms and he dismissed the case. The decision would occupy too much space to-day, so we hold it over till to-morrow's issue.

Mr. Bowley (Crown Solicitor) prosecuted and Mr. Geddes (Messrs. Johnson, Stokes and Moffet) defended.

FOOTBALL.

CHALLENGER SHIELD COMPETITION.

THE HONGKONG CLUB PUT OUT OF THE COMPETITION.

The Hongkong Football Club played H. Company, R.V.F., at Happy Valley on Saturday afternoon in the third round for the Shield. The teams took the field as follows:—
Club:—Goal:—Russell; backs:—Hay and Finckney; half-backs:—Jenkins, Bonnar, and Howard; forwards:—Low, Von der Pfordten, Noble, Tullock, and Lee.
Fusslers:—Goal:—Johnson; backs:—Smart and Dairs; half-backs:—Roberts, Stafford, and Sweete; forwards:—Dobbs, Walters, Shields, Galston, and H. Ross.

The Club put the ball in motion prompt to time and immediately made tracks for the military net. Noble got in a shot which was easily sent out. The Fusslers played up better, but found Russell one too many for them. Russell however, still suffered from the recent sprain to his ankle and had to go a few minutes from the start. The ball travelled to the other end of the field and the Fusslers conceded a corner. They got away, however, from the kick, and the ball was sent in the direction of the net by Jenkins, but it went wide. Edwards took a corner-kick, but sent the ball behind the net. A free kick against the Club in their own half was taken such advantage of by the Fusslers, the Club allowing the ball to run out of play. Howard took up play from the succeeding goalkeepers' kick, and after cornering some ground in good style, passed to Lowe. Davis tried to stop the ball, but was too slow, and Lowe took charge. He centred to Noble, but the latter, though usually a safe shot, sent in a bye. From play in mid-field Shields carried play up the field. Galston made a good attempt for goal and had hard luck when Russell managed to return the ball. Lowe got possession and centred, and Noble sent in a low shot. It should have been saved, but Johnson tried to take it with his left foot, and as a result he missed the ball, which rolled into the net. This seemed to take the play out of the military and the Club's forwards again advanced their opponents' ground and another shot from Noble was treated in the same fashion by Johnson. The shot, however, was not quite so straight as the first, and struck the bar, whence Johnson at last managed to send it away. The Fusslers played with renewed energy and a good piece of play by Shields carried them into mid field. Walters got the pass, and after a sprint passed to Dobbs, who tried to score. The shot, however, was not strong enough and some head work was witnessed. Russell had a hard job to save, and with better luck the Fusslers would have equalised the scores. The Club's forward rank seemed to be tiring and, receiving a pass from the wing, Shields, who was showing excellent form, kept the ball at his feet and forced his way through the half-backs and backs and equalised, Russell having no chance to stop the ball. Half-time was then called with the scores equal, a goal apiece.

The Fusslers restarted play and Noble captured the ball and passed to Tullock. He passed to Lowe and when just on the point of shooting, he was charged by Sweete and knocked away from the ball. Sweete carried the ball along the wing and passed on to Edwards, who centred at the right moment. The soldiers proved the better team in the ensuing play, especially at the attack. Dobbs took a corner kick, and sent in a fine shot, dropping the sphere just in front of Russell. Exciting play followed, but the Club managed to relieve the pressure. The Fusslers disputed every inch of the ground and Edwards picked up the ball about ten yards from goal, sent in a shot that Russell could not possibly save, and scored the winning goal. Lowe got charge of the ball from centre play and sprinted along the wing. Sweete and Davis were defeated, and with an almost open goal before him, Lowe screwed round and sent in a shot that was going straight for the net, when Smart jumped up and struck it with his hand. A penalty kick was given by the referee and Johnson saved well. The Fusslers recorded their third goal by a splendid effort of Shields, who shot from well out. Time was soon after called with the result:
H. Company 3
H. K. F. C. 1

The Club were thus early put out of the competition for the shield, and it is being said that the V. R. C. stand a chance for it, though that is a "moist point." The Club did very much up to firm and Russell was missed very much at his usual place. He was not good at goal and was out of place in the position. If he had been in proper place and condition, we think the Club would have come out differently.

THE HONGKONG RIFLE ASSOCIATION.

A General Meeting of the Members of the Association will be held at Volunteer Headquarters (by kind permission of Lieut.-Col. Sir J. W. Carrington, Kt., C.M.G.), on Monday, 4th of March, at 5.15 p.m., for the purpose of passing the Accounts and Electing a Committee and Officers for 1901.

During the year a new Agreement was entered into between the Naval Authorities and the Association for the use of the Range, which came into operation on the 1st October last.

The Weekly Competitions have been very well attended, and some fine scores have been made. Cups were won by Armourer-Sergeant Blair and Q.M.-Sergeant Wallace, R.E.

Hongkong again won the Interport Match, with a score of 930, making the third successive win.

The Committee desire to thank their many friends for their gifts of Prizes and Donations to the Prize Fund at the Easter Meeting.

STATEMENT OF ACCOUNT FOR THE YEAR 1900.

Dr.	
To general expenses: advertising, printing, &c.	\$364.43
To marker's wages; targets, &c.	130.80
To Easter meeting	423.40
To spoons and prizes—weekly competitions	171.20
To intercept rifle match (telegrams, &c.)	29.40
To rent of revolver range	1.00
To rent of range to Admiralty for 4th quarter	50.00
To cash in hand	\$166.73
In bank	\$973.00
	\$1,999.96
Cr.	
By balance from 1899	\$677.14
By annual subscription	676.00
By Easter meeting	400.00
By weekly competitions	151.70
By sale of range	25.00
By sale of ammunition	20.50
By interest on current account	8.82
	\$1,999.96

Examined and found correct,
D. MACDONALD,
MOWBRAY S. NORTHCOPE,
Hon. Treasurers.

February 21st, 1901.

ARMED ROBBERY.

\$1,800 STOLEN.

Another case of armed robbery is now reported. Thirteen men armed with revolvers, choppers, &c., entered a house in Kowloon City on Saturday night at about eight o'clock. They overcame what little opposition was offered and the usual mode of procedure would be carried out, that of one standing guard over the inmates of the house whilst the others ransacked the premises.

Seven men have been arrested two in Yau-mai, two along the roads, and three in Kowloon. One of the men is believed to be innocent, but at any rate it is thought that some of them are the right persons and they will be summarily dealt with. The value of the booty is about \$1,800, rather a good haul, and in a Chinaman's mind, worth the risk of being captured and imprisoned for a long term.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before His Honour Sir John Carrington, Kt., C.M.G. (Chief Justice).

February 23rd.

MURDER.

The case in which Ho Sui and Wong Fung Chau were charged with the murder of Leung 'Hi' at Yau-mai on the 9th January was concluded on Saturday evening.

Mr. E. Robinson appeared for the first prisoner and Mr. M. W. Slade was for the second prisoner.

It was alleged by the prosecution that the prisoners had accompanied the deceased to a lonely part of the Reclamation grounds and killed him with a chopper, the motive probably being to obtain possession of a key which gave access to a safe in which was about \$1000. The prisoners were connected with the shop in which the deceased was manager.

The case having been concluded the jury retired to consider their verdict.

It was about half-past six when the jury returned after an absence of a few minutes, with an unanimous verdict of guilty against both prisoners.

Mr. John Burgess was the foreman, the other members of the jury being Messrs. J. A. Ross, E. Arnold, O. Wegener, W. E. Pucher, S. Weinberg, and R. W. Dale.

His Lordship asked the prisoners if they had anything to say by way of defence and should not be passed upon them.

The first prisoner (Ho Sui) said:—I have not done it. Ah Chai is the man who chopped him. Ah Chai seized hold of him and pressed him down and chopped him. I had no quarrel with the master. Why should I cut him? I was no good to me. I never had any quarrel with him. I had no fight with him. If I had wanted his money even if I had cut him to death I would not have been able to get hold of his money. I did not cut him. It was Ah Chai who cut him. I was standing at the door of the Tin Heung Shop when Ah Chai passed with the master. Ah Chai called out to me. He asked me why I was standing there. I said I was standing there to see people sell things. He asked me to take a walk with him, so I followed him. I believe a distance of 12 feet or so. I followed him as far as the Reclamation. I told him it was dark there and asked him what was the good of walking there. Then I heard someone call out "Save life!" They called a few times, and on walking on I saw Ah Chai seize hold of the master and put his foot on him and chop him. Then I walked along and I saw someone coming to the place from a boat. While I was walking Ah Chai was still there. It was no good for me to kill that man. That is all I have got to say. I have not done it.

The second prisoner (Wong Fung Chau) said:—Ho Sui was out of employment, and he was living with me in the shop taking his rice. Leung Hin told me to turn him out of the shop and to tell him to go and get some work to do. I told him, but he would not leave the shop. None of the people in the shop were on talking terms with him. On the morning of the 9th January I went into the kitchen to wash my face and I saw Leung Hin there. He told me that the father of Ho Sui had nothing whatever to do with the business of the shop and that I had better tell him to go and get some work and that after dinner I had better turn him out. As Ho Sui was leaving the shop I told him he must not return. He was very angry and walked away. I went out before two o'clock and a boatman told me he had some goods for sale and asked me to tell my master. I told the boatman he had better talk with Leung Hin about the goods. The boatman replied that he had no time. He said he was going away with his boat but would be back about eight o'clock and would anchor off the Reclamation. He asked me to bring my master to the boat to look at the goods. So I told Leung Hin about them and asked him to come and look at the goods in the boat. At nine o'clock I had some blood on my jacket and trousers through helping him, and I went to the shop to wash my clothing, after which I intended going to the Police Station to make a report, but when I was going out I was told to wait a short time. I had no quarrel with the master or ill-feeling towards him. I attended to my work during the day time. It was Ho Sui who cut him. He had a quarrel with him and had ill-feeling towards him. There was no need for me to think of my master's money. I had my wages. If I had really committed the crime I would have run away by this time of course. I have not done it. Therefore I went back to the shop. The witnesses said something about my wishing to get hold of the money, but Leung Hin himself never said anything about the money in the safe. If a man had been left in the shop he probably might have seen the money. Really I have not done this. That is all I have got to say.

The Chief Justice, assuming the black cap, then said:—Ho Sui and Wong Fung Chau, you have been found guilty on very clear evidence of the offence with which you are charged. For an offence of this kind there is only one sentence that I can pass. The sentence of the Court upon each of you is that you be taken to the place from whence you came and thence to the place of execution, and then you be there hanged by the neck until you be dead, and that your body be buried in such place as His Excellency the Governor shall order. And may the Lord have mercy on your souls for ever.

The prisoners, apparently indifferent, were then led away.

NOTANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on fifteen years' observations to 1895.

Barometer	30.141
Thermometer	57.3
Humidity	79.9
Rainfall	1.76

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.32	30.20
Temperature	60	62
Humidity	18	31
Rainfall	—	—

TO-DAY.

Monday, 25th February, 1901.

Chinese—7th of 1st moon of 27th year of Kwang-shu.

Sun—Rise	6hr. 27min.
Set	5hr. 59min.
High water—Morning	1hr. 45min.
Afternoon	1hr. 30min.
Low water—Morning	6hr. 35min.
Afternoon	5hr. 45min.

ANNIVERSARIES.

1841—Rewards offered for killing Englishmen by Lin.

1850—Frightful double murder in Square St., Hongkong.

1857—Outbreak of the Indian Mutiny at Benharpoore.

1895—Outbreak of Bubonic plague in Hongkong.

1898—Attempted Assassination of the King of Greece.

TO-MORROW.

Tuesday, 26th February, 1901.

Chinese—8th of 1st moon of 27th year of Kwang-shu.

Sun—Rise	6hr. 26min.
Set	6hr. 0min.
Moon—First Quarter	2hr. 0min. 15a.m.
High water—Morning	3hr. 23min.
Afternoon	2hr. 30min.
Low water—Morning	7hr. 13min.
Afternoon	6hr. 30min.

ANNIVERSARIES.

1841—Bogue forts (Canton) destroyed by Sir Gordon Bremer.

1890—Chinese troops lost their Colonel and 200 men in an engagement with the Formosan savages.

1848—French Republic proclaimed.

1872—Loss of H.M.S. *Birkenhead*.

1871—Peace signed between Germany and France.

1897—The Wooning Railway Commenced.

AGENDA.

TO-DAY.

9 p.m.—Sharp. Harston's Circus at the Recreation Ground (near the Race Course).

Cargo ex *Hongkong Maru* subject to rent.

TO-MORROW.

Annual Hongkong Races. First Day.

I. C. Co's steamer *Chelydra* leaves for Singapore Penang Calcutta.

5 p.m.—I. C. S. N. steamer *Yuenang* leaves for Manila.

WEDNESDAY, 27th.

Annual Hongkong Races. Second Day.

4 p.m.—E. & A. Co's steamer *Eastern* leaves for Australia Port.

Cargo ex *China* subject to rent.

Cargo ex *Galle* subject to rent.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Kunyang*) 1st prox.

English (*Plassey*) 1st prox.

American (*China*) 4th prox.

German (*Stuttgart*) 7th prox.

American (*Doric*) 12th prox.

American (*Nippon Maru*) 19th prox.

The P. & O. S. S. Co's steamer *Plassey*, left Singapore for this port yesterday, the 24th inst. and is due here on Friday, the 1st March at about 4 p.m.

The Imperial German Mail steamer *Stuttgart*, carrying the German Mails with dates from Berlin of the 4th Feb. left Colombo yesterday a.m., the 24th inst., and may be expected here on or about Thursday, the 7th March.

HONGKONG AND WHAMPOA DOCK RETURN.

S.M.S. *Hansa* at Kowloon Dock.

U.S.S. *Isla de Luzon* " "

U.S.S. *Bennington* " "

Hongkong Maru " "

Hue " "

Hansa " "

Nanyang " "

Avananche " "

Egbert " "

Pomphrey " "

Chewai " "

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	MOJI, KOBE and YOKOHAMA	To-morrow, 26th Feb., at Noon.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 1st Mar., at Noon.
W. Townsend	KOBE and YOKOHAMA	FRIDAY, 1st Mar., at Noon.
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	WEDNESDAY, 6th Mar., at Noon.
S. Yoshizawa	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 8th Mar., at Noon.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 15th Mar., at Noon.
HAKATA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 15th Mar., at 4 P.M.
TOKA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.
YAWATA MARU	HAMA	FRIDAY, 22nd Mar., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 23rd February, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
REIBURG	HAVRE, BREMEN and HAMBURG	5th March, Freight.
Prosche	(LONDON with transshipment in HAMBURG)	March, Freight.
MARBURG	HAVRE and HAMBURG	About 15th March, Freight.
v. Binzer	(LONDON with transshipment in HAMBURG)	March, Freight.
SIBIRIA	HAVRE and HAMBURG	About 25th March, Freight and Passage.
BAMBERG	(LONDON with transshipment in HAMBURG)	March, Freight.
Jacobs	HAVRE and HAMBURG	About 5th April, Freight.
SARNA	(LONDON with transshipment in HAMBURG)	April, Freight.
Schlaefke	HAVRE and HAMBURG	About 15th April, Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.
U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 2nd Mar., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 28th Mar., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 23rd April, at Noon.

THE Twin Screw Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

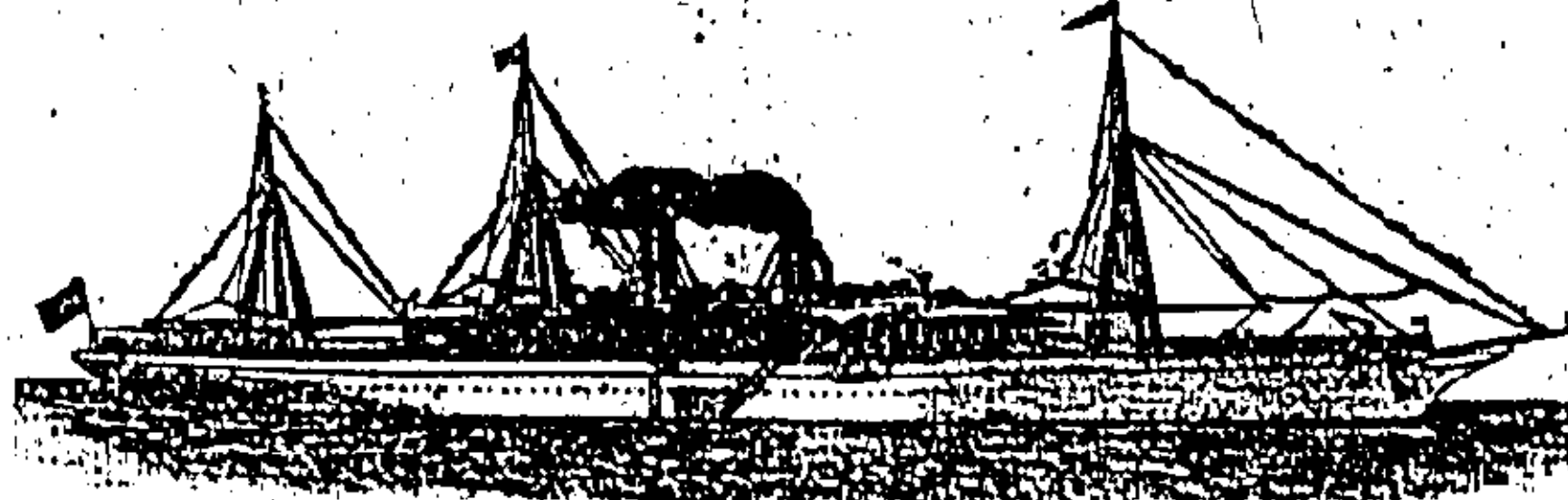
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 23rd February, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Redder's Street, Hongkong, 13th February, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th March, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th May, at Noon.

THE Company's Steamship

"DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 19th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 25th February, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN, PORTS, THE UNITED STATES and CANADA.

THE Steamship

"EVA" 2,088 tons. Capt. Petersen. This Steamship will be despatched on or about SUNDAY, the 10th March, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Under-signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond Portland (Or.) should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to

ARNHOLD, KARBURG & Co., Agents, Hongkong, 25th February, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons	Captains.	Proposed Sailings.
Tacoma	2,811	A. Dixon	Mar. 1
Bracmar	3,601	W. Watt	Mar. 4
Victoria	3,502	J. Pantan	Mar. 8
Glenogle	3,750	W. Frakes	Mar. 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KLYNDKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL. Rates of Passage to other Points on application.

Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to

DODWELL & Co., LIMITED, General Agents, Hongkong, 22nd February, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship "PARRAMATTA," Captain C. T. Denny, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 2nd March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL, Acting Superintendent, Hongkong, 16th February, 1901.

NOTICE. Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBIT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"KWANGSE"	26th Feb.
KOBE	"CHINGTU"	27th Feb.
MANILA, CEBU and ILOILO	"KAIFONG"	28th Feb.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th February, 1901.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	"IXION"	Robinson	5th March.
"	"DEUCALION"	"	19th March.
"	"STENTOR"	"	3rd April.
LIVERPOOL (Taking Cargo at LONDON RATES)	"PATROCLUS"	"	16th March.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 23rd February, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "EASTERN," Captain Ellis, will be despatched as above on WEDNESDAY, the 27th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 8th February, 1901. [176c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, ROME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship "MORAVIA," Captain Calabrese, will be despatched as above on THURSDAY, the 28th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents, Hongkong, 20th February, 1901. [63c]

FOR NEW YORK VIA PORTS AND SUEZ CANAL. With Liberty to call at MANILA.

THE Steamship "FOLMINA," will sail at the end of February, and will be followed by the S.S. "GYMERIC," at the middle of March.

For Freight, apply to DODWELL & Co., LIMITED, Agents, Hongkong, 12th February, 1901. [7c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship "AKASHI MARU," Captain K. Sudo, will be despatched as above on WEDNESDAY, the 6th March, at Daylight.

For Freight or Passage, apply to THE MITSUBISHI BUSSAN KAISHA, Agents, Hongkong, 20th February, 1901. [228c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN, PORTS, and HONOLULU, The UNITED STATES, &c.

Strathgyle.....[5023] Saturday [Mar. 30] THE Steamship

"STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 23rd March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship "CHELYDRA," Captain Cox, will be despatched as above TO-MORROW, the 26th instant, at 11.30 A.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, 25th February, 1901. [231c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship "VUENSANG," Captain Rolfe, will be despatched as above TO-MORROW, the 26th instant, at 5 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, 23rd February, 1901. [243c]

To be Let.

TO LET. No. 16, KNUTSFORD TERRACE, KOWLOON.—From 1st MAY. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 18th February, 1901. [227c]

TO LET. A HOUSE in RIFON TERRACE. No. 2, FAIRVIEW, KOWLOON.—From 1st APRIL. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 16th February, 1901. [229c]

TO LET. "WESTLEY," with TENNIS COURT and GARDEN.—Possession on 1st MAY. RICHMOND TERRACE, Nos. 2 & 5, Possession on 1st APRIL; No. 6, Immediate Possession. Apply to LAU CHU PAK, Care of A. S. Watson & Co., Ltd. Hongkong, 7th February, 1901. [175c]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 23rd May, 1900. [175c]

ROBINSON PIANO CO., LIMITED.

HONGKONG, SHANGHAI, SINGAPORE.

MANUFACTURERS OF IRON-FRAMED PIANOS.

\$215, \$290, \$345, \$400.

HAAKE, METZLER, WERNER.

WE personally searched Germany and England thoroughly and found nothing to come near these. They are altogether unequalled in the Colony. Please see them before buying.

Others by COLLARD, BRIDGEMAN, SAUNDERS.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

CANTON NOTES.

DISTRESSING ACCIDENT.

(From Our Own Correspondent).

CANTON, February 23rd.

A distressing accident occurred yesterday on board a small Chinese gunboat, resulting in the death of three men. It appears that the officer in command at the Bogue forts was coming to Canton to pay his New Year calls. The gunboat *Lai Foo*, on which the officer was making the trip to Canton, had proceeded but a short distance on her way when a steam pipe broke. The engine room immediately filled with steam and the three men who were in it were overcome and were unable to make their escape. According to other Chinese who were on board it was ten minutes before the steam was turned off. The three men were taken out, all burned in a horrible manner. They were brought to the Canton hospital, where one died shortly after reaching the hospital and the other two died during the night.

Those who brought the burned men to the hospital say that it is not at all surprising that the accident should have occurred, as it is several years since the boiler was examined or repaired. One man added "This is the way with all the Chinese gunboats."

WENCHOW NOTES.

WENCHOW, February 13th.

Through the good offices of our energetic Consul Wilkinson the second instalment of the British indemnity has now been paid. The third and last instalment is due a month hence. The officials all seem most anxious to have the whole question of indemnities—British claims and also those of the Chinese Christians—settled as soon as possible, so as to present a dispatch to that effect to the high governing authorities. They all speak highly of the courteous but business-like qualities of the British Consul.

Two of the recently captured criminals—leaders in the local Boxer uprising of June last—were beheaded some days ago at Pingyang city. These are the first persons beheaded in that district in thirty years. Let us hope they are the last. A tremendous number of city and country people assembled on the hill-side near the execution ground, where the executions took place, to see the unusual sight. The younger of the criminals tried to cheer up his fellow—a Buddhist priest—who was very depressed, saying, "Well be young men again in eighteen years' time."—*N. C. D. News Cor.*

WEI-HAI-WEI NOTES.

QUARTERS FOR THE CHINESE REGIMENT.

WEI-HAI-WEI, 4th February.

The new barracks for the 1st Chinese Regiment, built at the west end of Maicao, on the Mainland, rapidly approaching completion, part indeed is already occupied by a couple of companies of the Regiment and a detachment of the 28th Madras Infantry. The buildings are situated on the hill-side above the town and present a fine appearance from the harbour or from a neighbouring height. Accommodation has been provided for six companies, for eleven European N.C.O.'s, and for twenty officers. There is a house for the Commanding officer as well as a fairly commodious building, though its closed-in stone verandah gives it a gaol-like appearance. The N.C.O. quarters and mess are under one roof. The rooms are only twelve by ten, not a very liberal allowance for Europeans in positions of responsibility in the East. Besides the mess room the building contains a recreation room and a bar, cellars and storeroom.

THE WEI-HAI-WEI SCHOOL.

The projected schools for the children of foreigners, of which mention was made a few months ago, is shortly to be opened. The senior principal, Mr. H. L. Beer, has been favourably known for the past five years as one of the masters of the China Inland Mission Boys' School at Tientsin. Mrs. Beer (née Hunt) has had an even longer connection with the Girls' School at the same place. The location of the permanent school building is not yet decided upon; in the meantime work will be carried on in temporary premises.—*N. C. Daily News Cor.*

THE PLAGUE.

Number of cases reported up till noon of the 22nd February, 1901.....17

Number of cases reported during the past 24 hours.....0

Other Asiatics.....0

Other Europeans.....0

Total number of cases reported to date.....18

Number of deaths reported up till noon of the 22nd February, 1901.....0

Number of deaths reported during the past 24 hours.....0

Other Asiatics.....0

Other Europeans.....0

Total number of deaths recorded to date.....0

SHIPPING REPORTS.

Capt. Th. Groves, of the steamship *Kangwal*, from Bangkok, reports:—Strong N.E. monsoon.Capt. Bland, of the steamship *Esmeralda*, from Manila, reports:—Strong N.E. monsoon, heavy sea, and dark cloudy weather.Capt. Wm. Frakes, of the steamship *Glenloch*, from Shanghai, reports:—Moderate monsoon, smooth sea, and fine weather throughout.Capt. S. Kawamuro, of the steamship *Mitsui*, from Bombay and Singapore, reports:—Strong N.E. winds after leaving Singapore.Captain W. Ellis, of the steamship *Esmeralda*, from Kobe and Moji, reports:—Fine weather throughout; strong N.W. winds and sea from Moji to China coast, thence moderate N.N.E. winds and sea to port.Captain G. H. Pennefather, of the steamship *Kailong*, from Hilo, reports:—Moderate monsoon and sea with fine clear weather to Cape Kapea, thence to port strong N. and N.N.E. winds; high sea and overcast cloudy weather.Capt. Selier, of the steamship *Arman*, from Marcella and Saigon, reports:—Left Saigon on the 22nd inst. at 5 a.m.; fine weather from Saigon to Padarang, fine monsoon from Padarang to Harcel, swell and light monsoon from Harcel to Hongkong.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this day been removed to NO. 50, QUEEN'S ROAD CENTRAL, Second Floor, the premises formerly occupied by Messrs. POWELL & COY. 40, which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 21st May, 1900.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Anderson, Mrs. A.
Bryer, W. R.
Albert, Miss
Aly & Co.
Abern, J.
Bailes
Barclay, Mrs. T.
Brander, W.
Brookman
Bosenberg, W.
Bradbury, G. W.
Brown, H.
Bicaronat, W.
Barbey
Branson, O. C.
Bann, A.
Basham, E. H.
Bales, H. H.
Burk
Bingham, J. E.
Burns, J.
B. D. V.
Beves, R. M.
Bailes, J.
Beaumont, Mrs. G.
Braga, Mr.
Cox, Mrs.
Crisholm, G. P.
Carnell, W. G.
Cotton, A. A.
Campbell, Mrs. J.
Cooper, F. C.
Cops, Mrs. J. H.
Corah, A. M.
Clevers, W. G.
Clark, Mrs. F. R.
Cooper, E.
Coke, Dr. G. H.
Colegrave, R.
Curran, T. B.
Calver, Miss
Cotton, A. S.
Champion, Mrs. M.
Cawte, E. H.
Crake, W. A.
Cok, L. F.
Gross, Miss
Carote, H.
Cummins, J.
Collins, A. E.
Duriot
Dattma, Capt. E.
Dallas, H.
Duckmanton
Donnelly, P.
Drake, Mrs. F. J.
Dunport, Dr.
Doxon, A. W.
Drake-Brockman
Davis, J. L.
Daly, M.
Degani, A. B. H.
Ellis, Mrs. F.
Espino, L.
Elvins, Elia, J.
Evans, E. J.
Epton, T.
Ekluschieff, H.
Fernandez, D.
Flayson, H. M.
Flora, J. C.
Fusett, D. F.
Fraser, A. R.
Fonseca, A. H.
Francis, W. H.
Forrest, Miss A.
Goetz, F.
Girling, G. R.
Gillespie, J.
Girling, A.
Gulicom, Mrs. S. C.
Guttrude
Geansy, B.
Greig, Miss A.
Graham, Dr. M.
Garnett, W. H.
Gregg, H. H.
Harding, C. L.
Hakney, W.
Hindrichs, W.
Hinderkoper, J.
Hodder, S.
Hughes, G. H.
Hop Long
Ho Wah
Harvey, Wm.
Hang, Mrs. A.
Hamilton, G.
Hitchcock, E. A.
Hunter, C. G. W.
Hill, L.
Herman, H. V.
Hodgeen, J. R.
Hynes, Dr. S. A.
Hooley, H. D.
Harvey, P. D.
Halkin, D. J.
Hall, H. H.
Hollyak, P.
Johnstone, Miss
Jones, Mrs.
Jones, G. H. B.
Jennett, G.
Kahninsky, S.
Kong Ah Mooy
Kirkwood, M.
Karge, T.
Knight
Lusbury, R. J.
Lopez, Miss E.
Luc
Lange, W.
Lynch, A.
Lisette, A.
Lauder, W.
Lewis, R. C.
Luk Cheuk Man

Leslie, H.
Levick
Lightwood E.
Lynch, J. A.
Lawlor, F. B. S.
Lanza, L.
Lescher, T. E.
Lambton, Mrs. R. S.
Menzell, Capt. W.
McCallough
Moutenais
Mueller, P.
Marquis, N.
MacBain, G.
Meissner, T.
MacKenzie, W. E.
MacKenzie, A. C.
McWilliams, Miss
Major, Mrs.
Montilla, B.
Martinez
Murdalhal, C. S.
Mills, Mrs. L.
Marshall
MacLaren, J. W. B.
Maxwell, C. M.
Morrison, G. G.
McCabe, P. M.
Munroe, W. C.
Murray, D.
McNab, J.
Mensing, Mrs.
McDonough, T.
McDonnell, J.
Murray, J.
MacDonald, H.
Mills, Mrs. I.
Mauwaring, H. G.
Nicholson, H. J.
Noisrah, M. G.
Naval, P. F. R.
Norris, A.
Orejas, G.
Orejas, G.
Panegon, Mrs.
Pomeroy, Miss
Peral, J.
Paudling, G.
Pasual, F.
Pomeroy, Miss
Plambeck & Co. S.
Patton, M. J.
Prest, Miss
Prath, L.
Paulina, A.
Peredo, F.
Preston, F. H. H.
Phillips, A. M.
Pennefather, Capt.
Rafter, Major J. A.
Richardson, J. F.
Reys, G.
Ross, A. J.
Roberts, A. W.
Richardson, J.
Rachum, M.
Ross, A.
Reid, J. G.
Rosenberg, M.
Robinson, Miss
Roper, R.
Rocha, S. C. B.
Radner, Reing.
Reynell, W.
Reau, Madame
Samborn, F. G.
Shariff, Miss M. S.
Salisbury, J.
Spindall & Co.
Scott, C. H.
Smith, C. I.
Smith, B.
Sheppard, T. M.
Scott, W. G.
Stevens, B.
Schilling, G. M.
Sundt, H.
Suzuki, S.
Soares, E. P.
Siu Chun
Sin Ore Seng
Shewan, S.
Scheffer, T. F.
Slatteson, C. T.
Simpson, T.
Sin, H. A.
Sanchez, C.
Sanberg, R.
Tord, Capt. J.
Thorne, Miss M.
Tomé, T.
Thomson, C. H.
Tiberi
Triantafyllides, T.
Tokey, F.
Tredroy, J.
Thompson, A.
Upton, G.
Upham, M. U.
Watson, H. G.
Walters, A.
Walton, Miss.
Williams, Mrs.
Westcott, Mrs. H.
Whinnerah, T. C.
White, S.
Werned, G.
Worcester, G.
Woods, Dr. A. H.
Webster, D. W.
Wilson, H.
Wickens, H. W.
Walker, H.
Wedell
Wilton, E. C. C.
Worthington, C.

List of Registered Covers for Merchant Ships.

S.S. *Amigo* F. Wallat.
" *Belgian King* Abernethy.
" *Bergenhaus* J. eveneden.
" *Brind* Capt. J. Thomson.
" *Carthage* M. L. Miguon.
" *Calchas* H. C. Bensley.
" *Calchas* M. Carefull.
" *Chingtu* F. G. Bailes.
" *Deception* M. J. Garbutt.
S.S. *Goffen* Kollmann.
S.S. *Hainan* F. M. Williams.
" *Kirkfield* G. Dubren.
" *Kong Nam* J. S. Gil.
" *Menelaus* J. Ambrose (6).
" *Milos* A. Hausen (2).
" *Manchen* W. Rummel.
" *Taiyuan* W. H. Malloch.
" *Taiyuan* Pugh.
" *Taiyuan* W. H. Wilson (2).
" *Ulysses* D. Wessels (3).
" *Viginta* H. Weldon (2).
" *Vienna* C. McLeay.
" *Wongkoi* C. Schunz.

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "CAELIC" are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 27th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 20th February, 1901. [2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, COLOMBO, PENANG AND SINGAPORE.

THE Steamship "CHINA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon, on the 27th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 20th February, 1901. [196c]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship "HONGKONG MARU"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 29th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 22nd February, 1901. [7]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAVELLI,"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 1st March, at noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

JARDINE, MATHESON & Co., Agents.

Hongkong, 23rd February, 1901. [244c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAZMAR,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

BODWELL & Co., LIMITED, Agents.

Hongkong, 23rd February, 1901. [4]

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

THE SHARE CERTIFICATE No. 7726 for FIFTY Shares numbered 33,524 to 33,573 inclusive, standing in the Register in the Name of FOONG KING POON TONG, of Foochow, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, Queen's Road Central, Victoria, Hongkong, on or before the TWELFTH DAY OF MARCH, 1901, a NEW Certificate for the said Shares will be issued and the OLD Certificate will thereafter be held by the Company as NULL and VOID.

A. SHELTON HOOPER, Secretary.

Hongkong, 11th February, 1901. [191c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 131 for 100 SHARES of the Company, numbered 68,401/68,500, in the Name of ELLIS KELLY, Esquire, of HONGKONG, having been LOST, a NEW SCRIP for the same will be issued after One month from the Date hereof and the Original Scrip will be considered by the Company as NULL and VOID, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th February, 1901. [212c]

NOTICE.

REQUIRED by a First Class MERCANTILE HOUSE in Hongkong, an Experienced Man of Business to act as COMPTROLLER. The Highest References required. No one need apply unless he is prepared to give Substantial Security in the Sum of \$100,000. Apply in writing to Messrs. JOHNSON, STOKES and MASTER, 12, Queen's Road, Central.

Hongkong, 15th February, 1901. [207c]

NOTICE.

TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSLETON for the NORTH BORNEO GOVERNMENT. Particulars of which may be seen at the OFFICE of Messrs. GIBB, LIVINGSTON & CO., Agents.

Hongkong, 13th February, 1901. [200c]

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th January, 1901. [124c]

WANTED—IMMEDIATELY.

By a German Firm, an EXPERIENCED SALESMAN with a thorough knowledge of the Hongkong Import Business. Applicants should give full information concerning their Qualifications and state the Salary required to address of—

"IMPORT," Care of Office of This Paper.

Hongkong, 20th February, 1901. [230c]

PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA begs to notify that she undertakes to give LESSONS in PIANOFORTE to LADIES and CHILDREN.

Terms very Moderate.

Enquiries by Letter, care of Office of This Paper.

Hongkong, 17th January, 1901. [80c]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 14th May, 1900. [38]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for CLEMENT'S WHEELS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the BEST.

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CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

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Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES AND SPYGLASSES.

No. 54 & 56, Queen's Road Central. [12]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 6th March, 1901. [37]

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS, SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS PER BOX.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—

WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road, Central, Hongkong. [44]

NEW GOODS.

PLENTY IN HAND.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1900. [41]

MITSUI BUSSAN KAISHA

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agencies:—

Mitsui Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Yoshinomi Coal Mines, Onnoura Coal Mines, No. 1, Onnoura Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Manoura Coal Mines, The Osaka Shosen Kaisha, Ltd., Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagafuchi Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Imperial Cotton Spinning Mills, Miki Government Paper Mills, Onoda Cement Company.

MITSUI BUSSAN KAISHA, M. FUJISE, Manager.

Hongkong, 11th December, 1900. [33]

JUST ARRIVED.

GENUINE CHERRY WATER, ACHTES SCHWARZWALDER KIRSCHWASSER.

\$2.80 per Bottle.

H. RUTTONJEE, 5, D'Almeida Street and 21 & 23, Elgin Road, Kowloon.

Hongkong, 21st January, 1901. [34]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.

50, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901. [8c]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901. [16c]

MEE CHEUNG,

PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, 19, Ice-House Road.

IS now in a position, in his New and Commodious Premises, to accept as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 22nd September, 1898. [40]

SIEN TING,

SURGEON DENTIST, No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [39]

A CURE FOR ASTHMA!!!

GRIMAULT'S

The Share Market.

LATEST QUOTATIONS.
(February 25th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	345 1/2 premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China & Japan, Limited.	£ 4	1/2
The Bank of China & Japan, Limited.	£ 1	45 1/2 buyers
National Bank of China, Ltd.	£ 8	327 buyers
Do. Founders.	£ 1	315 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$250 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$55
North China Ins. Co., Ltd.	£ 25	Tls. 180 sellers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$120 buyers
Strait Ins. Office, Ltd.	\$ 50	\$150
Strait Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$315
China Fire Ins. Co., Ltd.	\$ 20	\$344 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.	\$ 15	\$35 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$116 buyers
China & Manila S.S. Co., Ltd.	\$ 50	\$70 buyers
Douglas Steamship Co., Ltd.	\$ 50	\$40 sales and \$47 buyers
China Mutual S.S. Co., Ltd. (Pref.)	£ 10	\$12 buyers
China Mutual S.S. Co., Ltd. (Ord.)	£ 10	\$12 buyers
China Mutual S.S. Co., Ltd. (Ord.)	£ 5	\$7 buyers
Star Ferry Co., Ltd.	\$ 10	\$208 buyers
"Shell" Transport & Trading Co., Ltd.	\$ 24	\$64 sales and \$65 buyers
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$1323 buyers
Luton Sugar Refining Co., Ltd.	\$100	\$40 sellers
Mining.		
Punjab Mining Co., Ltd.	\$ 8	\$48 cum call
Punjab Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Fr. 250	\$315 1/2 sellers
Queen Mines, Ltd.	25 cts.	7 cents
Jebeub Mining and Trading Co., Ltd.	\$ 5	\$54 sellers
Raub Allain Gold Mining Co., Ltd.	175. 100	\$38 buyers
Oliver Frechold Mines, Ltd.	\$ 5	\$230 sellers
Oliver Frechold Mines, Ltd.	\$ 5	\$14 sellers
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	5 cents
Do. (Preference)	\$ 1	40 cents
Dooks, Wharves and Godowns.	\$ 125	650 1/2 premium
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$94
Hongkong & Whampoa Dock Co., Ltd.	\$ 37 1/2	\$63 buyers
New Amoy Dock Co., Ltd.	\$ 64	\$34 sales and \$34 buyers
Land and Buildings.		
China Hotel, Ltd.	10	\$62 sellers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$195 buyers
Kowloon Land and Building Co., Ltd.	\$ 30	\$27 buyers
West Point Building Co., Ltd.	\$ 50	\$50 sellers
Hongkong Hotel, Ltd.	\$ 50	\$124 buyers
Oriental Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphreys' Estate & Finance Co., Ltd.	\$ 10	\$124 sellers
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$15
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 45
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Leong-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 65
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 35
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 50
Cigar Companies.		
Alhambra, Limited	\$500	100 1/2 premium
La Commercial, Ltd.	\$500	80 1/2 premium
Hensiana Limited	\$500	par
La Favorita	\$500	40 1/2 premium
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$30 sales
China-Borneo Co., Ltd.	\$ 15	\$33
A. S. Watson & Co., Ltd.	\$ 10	\$16 buyers
Watkins, Limited	\$ 10	\$12 1/2 sales
Hongkong Electric Co., Limited	\$ 10	\$12 1/2 sales
Hongkong Electric Co., Limited	\$ 5	\$61
Hongkong and China Gas Co., Ltd.	£ 10	\$118 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$167 sales
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 ex div.
Hkong Ice Co., Ltd.	\$ 25	\$105 sellers
Hkong High Level Tramway Co., Ltd.	\$100	\$200 sales and \$200 buyers
Dairy Farm Co., Ltd.	\$ 6	\$71
Hongkong and China Bakery Co., Ltd.	\$ 50	\$55
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos East-ern Agency, Ltd.	£ 1	\$14 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$83 sales
Carmichael & Co., Ltd.	\$ 10	\$20
Yehou Planting Co., Ltd.	\$ 5	\$3
Universal Trading Co., Ltd.	\$ 5	\$52 sellers
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$5
China Light & Power Co., Ltd.	\$ 20	\$20

VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. D. A.	King, Maj. H. S. R.E.
Angus, Mrs. A. A.	Lambton, Mrs. R. S.
Appar, Mrs. A. A.	Lewis, Mr. A. R.
Bailey, Mr. W. S.	Lester, Mr. Chas. C. Jr.
Baird, Mr. W. P.	Little, Major W. R.
Bell, Mr. and Mrs. O. R. P.	Littledale, R.E., Major
B. D.	Long, Mr. and Mrs. D. M.
Bell, Mr. T. H.	Lutz, Mr. Emil
Beringer, Mr. F. J. G.	MacLachlan, Dr. J.
Bishop, Mr. and Mrs. MacVeach, Mrs. F. and	
Black, Mrs.	MacVeach, Mrs. F. and
Blyth, Mr. H. M.	MacVeach, Mr. E.
Borthwick, Mrs. R. W.	Marshall, Mrs. Fred.
Bowditch, Mr. George	Mallory, Lt.-Col.
Bowch, Mr. George	Mansel, Lt.-Col. W. C.
Branch, Capt. B.	Michell, Mr. F. C.
Brandreth, R.N., Lt. & Mrs. R. G.	
Bruce, Capt. and Mrs. Moses, Mr. and Mrs. S. E.	
Buck, Mr. Hart	Mould, R.E., Maj. C. F.
Burnie, Mr. C. M. G.	Newson, Mr. and Mrs. Clark, Mr. P. M.
Clarke, Dr. & Mrs. F. F.	
Clarke-Thornhill, Mr. O'Neill, Mr. and Mrs. T. B.	
Colson, Mr. T. S. W.	Ormsby, Hon. R. D.
Crawford, Mr. D. W.	Orr, Mr. R.
Davis, Capt. and Mrs. Denroche, Mr. P. C.	Parfitt, Mr. W.
Discombe, Mr. G. M.	Parry, Lt.-Col.
Dorehill, R.A., Major	Paul, Mrs. and Miss
Doveton, Col. J. H.	Monson
Drew, Mr. and Mrs. C. J.	Potts, Mr. Douglas
Duff, Mr. W. S.	Quandk, Mr. O. E.
Dyson, Capt. P. S.	Raphiel, Mr. P. C.
Edujee, Mr. B. M.	Reed, Mr. A. E.
Elderton, R.I.M., Com.	Reid, Dr. L. R.
Evans, Dr. and Mrs. Sheldon	Rosamund, (3)
Farbridge, Mr. C.	Roscoe, R.I.M., Lt. A.
Frankie, Mr. C.	Sabloski, Mr. and Mrs. W.
Gibson, Mr. and Mrs. Keady	Sampson, Mr. H. W.
Glover, Mr. C.	Smith, Mr. D. A.
Goddard, Capt.	Smith, Mr. S. R.
Godschau, Mrs.	Stevens, Mr. H. Goyne
Goodman, Mr. H.	Stewart, Mr. E. H.
Goodman, Miss Edith	Strawbridge, Mr. W. J.
Gotte, Mr. R.	Taylor, Mr. D. G.
Grant, Mr. John	Tiefenbach, Mr. and Mrs. R.
Hammersly, Mr. B. F.	Todd, Mr. and Mrs. Tokey, Mr. M.
Headham, R.I.M., Lt. E. T.	Unsworth, Capt. Wakeman, Mr. G. H.
Higgins, Mr. and Mrs. Horsey, Mr. H. H.	Warren, Miss
Howard, Mr. Thos.	Watts, Mr. and Mrs. Frank W.
Howkins, Mr. and Mrs. Wheeler, Jr., U.S.A.	
J. D.	Mr. Joseph W.
Jamies, Mr. M.	Whitley, Mr. W. J. G.
Jackson, Mr. W.	Whitley, Mr. W. J. G.
Jacovich, Mr. B. and child	Wieser, Mr. and Mrs. L. H. and 3 children
Johns, Mr. P.	Wild, Lieut. and Mrs. Joseph, Mr. and Mrs. E. S.
Junge, Mr. George	Williamson, Mrs. J.
Katsch, Mr. E. A.	Wilson, Misses M. W.
Kennedy, Mr. R. J.	Zarga, Mrs.
Kiene, Mr. and Mrs. F.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Benjamin, Mr. S. S.	Lee, Mr. J. E.
Bewley, Capt.	Mackie, Mr. C. Gordon
Bonnar, Mr. J. W. C.	Martin, Mr. R.
Brown, Colonel F.	McCarthy, Mrs. and child
Cameron, Mr. Allan	Miller, Mr. and Mrs. Mitchell, Mr. R.
Collard, Col.	Newall, Mr. Stuart G.
Collier, Mr. A. F.	Oakley, Mr. H. E.
Crookenden, Col.	Oakley, Miss
Dann, Mr. G. H.	O'Gorman, Col. The
Dykes, Capt. and Mrs. R. A.	O'Gorman, Madam
Ellam, Mr. and Mrs. Ezekiel, Mr. J. S.	Oppenheim, Mr. J.
Forbes, Mr. Andrew	Pollock, Mr. H. E.
Fraser, Colonel A. R.	Pryne, Capt. R. A. M.C.
Graham, Mr. D. M.	Rousse, Mr. A. B.
Graham, Mr. and Mrs. W. D.	Sabater, Mr. C. B.
Griffin, Major W. W.	Scott, Capt. Percy, C.B.
R. A.	Scott, Mrs. Percy
Gumpert, Mr. and Mrs. Shepherd, Mr. E. B.	Shelton, Mr. Edward
Hammer, Dr. and Mrs. Sinclair, Mr. A.	
G. M.	Tong, Mr. G. L.
Hays, Mr. J.	Welch, Mr. H. J.
Hughes, Col. G. A.	Whelan, Col.
Jeffries, Mr. H. U.	Wheeler, Mr. H. B.

CRAIGIEBURN.

Anderson, Mr. Jas.	Crouch, Mr. J. W.
Andrews, R.N., Staff.	Hamilton, Lt.-Col. H.
Surg. and Mrs. A. C. Hamilton, Mrs. George	
Binder, Mr. Gustav	Hopkins, Mrs. George
Callaghan, Capt.	Ross, Mr. John A.
Canton, Staff-Surg. H.	Sharp, Mr. and Mrs. Clark, Capt. A. C.
Clark, Capt. A. C.	E. H.
R.N.	Volpicelli, Consul
Clarke, Mrs.	

KOWLOON HOTEL.

Baer, Dr. Med.	Rust, Mr. H.
Burinton, Mrs.	Sewall, Capt. and Mrs. Foster, Mr. and Mrs. Sheppard, Mr. Percy A.
R. R. and child	Soppet, Mr. H. W.
Leary, Lieut. C.	Thomson, Mr. & Mrs. Whitmuss, Capt.
Lundholm, Capt.	
Power, Mr. J. D.	

EXCHANGE.

Hongkong, 25th February.	
ON LONDON, Telegraphic Transfer	1/11 1/2
" Bank Bills, on demand 1/11 1/2	
" Credits, 4 months' sight 2/0 7/16	
" D'ments, 4 months' sight 2/0 7/16	
ON BERLIN, (demand)	M.2 4/4
ON PARIS, Bank Bills, on demand	2 1/4
" Credits, 4 months' sight	2 1/2
ON NEW YORK, Bank Bills, on demand	48 1/2
" Credits, 30 days' sight	49 1/2
ON BOMBAY, Telegraphic Transfer	148 1/2
ON SHANGHAI, Telegraphic Transfer	149 1/2
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	149 1/2
Sovereigns, Bank's Buying Rate	310 1/2
Gold Leaf 100 touch, per tael	51 7/8
Bar Silver	28 5/16
Dollars	nom.

OPTUM QUOTATIONS.

Hongkong, 25th February.	
New Patna	\$925 per chest.
New Benares	940
New Malwa	810 per picul.
Old Malwa	920/930
Persian Superior drug	825

VESSELS IN PORT.

AIRLIE, British steamer, 2,500, St. John George, 22nd Feb., Sydney 20th Jan., Brisbane 31st, Townsville 3rd Feb., Cairns 4th, Thursday Island 7th, Port Darwin 10th, and Manila 19th, General—Gibb, Livingston & Co.	
AMIGO, German steamer, 772, J. Bendixen, 14th Feb., Saigon 9th Feb., Rice—Johnson & Co.	

ANPING MARU, Japanese steamer, 1,052, S. Atsumi, 17th Feb., Anping 14th Feb., and Swatow 16th, General—Mitsui Bussan Kaisha.	
BRAEMAR, British steamer, 2,316, Wm. Watt, 23rd Feb., Moji 18th Feb., General—Doddwell & Co., Ltd.	
CANTON, British steamer, 1,110, D. F. F. Lawrence, 19th Feb., Saigon 14th Feb., Rice—Jardine, Matheson & Co.	
CHEANG CHEW, British steamer, 1,213, H. C. D. Frampton, 22nd Feb., Penang via Singapore 14th Feb., General—Chinese.	
CHELVIA, British steamer, 2,467, J. T. Davies, 16th Feb., Calcutta via Penang and Singapore 9th February, General—Jardine, Matheson & Co.	
CHINA, German steamer, 1,113, P. Voss, 23rd Jan., Saigon 18th Feb., Rice—Siemssen & Co.	
CHINCHU, British steamer, 2,460, J. E. Williams, 19th Feb., Saigon 14th Feb., General—Butterfield & Swire.	
CHOWTAT, German steamer, 1,875, J. A. Morris, 16th Feb., Bangkok 7th Feb., Rice and Timber—Butterfield & Swire.	
EGBERT, American transport, 1,875, N. A. Walton, 22nd Feb., Manila 10th Feb.	
ELITA ROSSACK, German steamer, 1,161, Bruhn, 17th Feb., Bangkok 9th Feb., Rice and General—Melchers & Co.	
EMPEROR OF JAPAN, British steamer, 3,003, H. Pybus, R.N.R., 20th Feb., Vancouver, B.C. 28th Jan., and Shanghai 17th Feb., General—C. P. R. Co.	
FLINTSHIRE, British steamer, 2,109, J. Dwyer, 4th Jan., Moji 30th Dec., Coal—Mitsui Bussan Kaisha.	
FOONG SANG, British steamer, 1,092, G. S. Weigall, 18th Feb., Manila 15th Feb., Ballast—Jardine, Matheson & Co.	
GWALIOR, British steamer, 2,692, J. Wilson, 20th Feb., Calcutta 6th Feb., Ballast—Admiralty.	
HONGKONG MARU, Japanese steamer, 3,437, W. E. Filmer, 21st Feb., San Francisco 24th Jan., via Honolulu 31st, Yokohama 12th Feb., Kobe 14th, Nagasaki 16th, and Standard Oil Co.	
HUE, French steamer, 705, G. Godinard, 3rd Feb., Haiphong and Hoihow and Feb., General—A. R. Marty.	
H. H. MEIER, German steamer, 3,250, H. Prager, 22nd Feb., Colombo 12th Feb., Ballast—Melchers & Co.	
MAUSANG, British steamer, 1,643, R. Cox, 13th Feb., Sandakan 6th Feb., Timber—Jardine, Matheson & Co.	
MONGKUT, German steamer, 800, C. Müller, 21st Feb., Bangkok 11th Feb., Rice—Butterfield & Swire.	
MORRA KOLL, Japanese steamer, 1,719, G. Knehl, 17th Feb., Moji 9th Feb., Coal—Mayer & Co.	
NANYANG, German steamer, 983, Th. Lehmann, 23rd Jan., Mauritius 29th Dec., and Singapore 14th Jan., Sugar—Siemssen & Co.	
PETRIANA, British steamer, 1,140, Snopce, 10th Feb., Belik, (Papan) 7th Feb., Kerosine—Arnhold, Karberg & Co.	
PHRA CHULOM KLAO, British steamer, 1,012, E. E. McLellan, 14th Feb., Bangkok 4th Feb., Rice—Butterfield & Swire.	
QUEEN ELIZABETH, British steamer, 2,270, E. Risson, 21st Feb., New York 17th Dec., Oil—Standard Oil Co.	
SISHAN, British steamer, 845, H. N. Holton, 17th Feb., Saigon 14th Feb., General—Bradley & Co.	
TACOMA, American steamer, 1,689, Andrew Dixon, 15th Feb., Tacoma Wash. U.S.A. 14th Jan., General—Doddwell & Co., Ltd.	
TIGER, Norwegian steamer, 2,116, H. Wold, 12th Jan., Moji 6th Jan., Coal—Mitsui Bussan Kaisha.	
TRITOS, German steamer, 1,033, H. Clausen, 17th Feb., Singapore 10th Feb., General—Siemssen & Co.	
TYR, Norwegian steamer, 1,418, Gvram, 13th Feb., Shanghai 10th Feb., General—E. A. T. Co.	
VIENNA, British steamer, 2,653, A. McDougall, 31st Dec. Otaru (Japan) 21st Dec., Coal—M. & H.	
WONGKOL, German steamer, 1,115, Muller, 18th Feb., Bangkok 13th Feb., Rice—Carlowitz & Co.	
YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 23rd Feb., Manila 20th Feb., General—Jardine, Matheson & Co.	

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Am-bury, 19th Dec., New York 2nd June, and Chiefo 12th Dec., Oil—Standard Oil Co.	
DUNDEE, British ship, 1,998, Hermann, 14th Oct., New York 29th June, Kerosine Oil Co.	
FULWOOD, British ship, 1,986, Thomas, 1st Dec., Cardiff via Cape Town 26th Sept., Coal—Government.	
LOTHAIR, Italian bark, 972, Bozzo, 19th Jan., from Calao, Ballast—Order.	
MERCURY, German schooner, 52, Warnes, 23rd Feb., Yap 9th Feb., Ballast—Siemssen & Co.	
MOZAMBIQUE, British ship, 2,305, Robert Cleane, 14th Feb., New York 20th Sept., Kerosine—Standard Oil Co.	
NIUELE, British 4-masted bark, 3,262, D. Sienle, 6th Feb., New York 5th Sept., Kerosine Oil Co.—Standard Oil Co.	
PAUL RIVER, American ship, 1,641, A. Wilson, 20th Feb., New York 26th June, Oil—Standard Oil Co.	
SEA WITCH, American ship, 1,772, Hower, 21st Feb., Manila 18th Feb., Ballast—Master.	
VALE OF DOON, British bark, 569, J. Petersen, 19th Feb., Rejang 8th Jan., Timber—Sander, Wierler & Co.	
VIMIRIA, British 4-masted bark, 2,233, D. S. Case, Oil—Standard Oil Co.	
WEST YORK, British bark, 706, Forster, 13th Jan., Rajang via Borneo and Sarawak 1st Jan., Timber—Sam See Ching.	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, February 25th, 1901.	
Alacrity, despatch-vessel, 1,700 tons, 10-6 p.m. a.g. guns, 3,000 i.h.p., Commander G. G. F. M. Craddock, Hongkong.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Singapore.	
Arcturion, British cruiser, 1,100 tons, 16,500 i.h.p., 16-6 inch. q.f. guns, Capt. G. H. Cherry, R.N., Hongkong.	
Atreia, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, British sloop, 500 tons, 12 guns, Capt. E. H. Bayly, C.B., Hongkong.	
Barfleur, 1st class battleship, 12,000 tons, 14 guns, 13,103 i.h.p., Captain C. J. S. Warrender, Shanghai.	
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Captain Henderson, left England, 17th January.	
Bonaventure, 2nd class cruiser, 5,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.	
Briton, British gunboat, 1,770 tons, 6 guns, 1,600 i.h.p., Commander Sir Bouchier Wrey, Bant, Hongkong.	

<i>Briton</i> , British gunboat, 710 tons, Comdr W. Walter, Foochow.	S
<i>Centurion</i> , 1st class battleship, 10,500 tons, 14 guns, 9,000 i.h.p., Capt. J. R. Jellicoe, C.B., en route Singapore.	S
<i>Daphne</i> , sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. W. W. Ingram, Shanghai.	S
<i>Didon</i> , British 2nd-class cruiser, 550 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.	S
<i>Endymion</i> , British cruiser, 7,350 tons, 12 guns, Capt. G. A. Callaghan, C.B., Hongkong.	S
<i>Est</i> , coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.	S
<i>Fama</i> , twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,400 i.h.p., in reserve.	S
<i>Firebrand</i> , 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.	S
<i>Glory</i> , 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Ingfield, Woosung.	Z
<i>Goldfish</i> , 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.	S
<i>Hamad</i> , twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.	J
<i>Harb</i> , twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. J. U. Kew, Shanghai.	A
<i>Hermione</i> , British cruiser, 4,360 tons, 10 guns, Capt. R. S. C. Cumming, Shanghai.	A
<i>Humber</i> , storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.	S
<i>Iris</i> , British cruiser, 5,650 tons, Capt. G. M. Henderson, Wei-hai-wei.	S
<i>Janus</i> , torpedo-boat destroyer, in reserve.	S
<i>Linnah</i> , gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Hankow.	S
<i>Lisard</i> , British gunboat, 715 tons, Capt. J. C. Cantow, Canton.	S
<i>Orlando</i> , British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, C.B., Shanghai.	S
<i>Otter</i> , torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Hongkong.	S
<i>Peacock</i> , 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. P. R. Coode, Singapore.	B
<i>Phaenix</i> , British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Tientsin.	Re
<i>Pigmy</i> , 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Singapore.	U
<i>Pique</i> , twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.	U
<i>Plover</i> , 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.	B
<i>Redpoll</i> , British gunboat, 855 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai.	Ge
<i>Robin</i> , British river-gunboat, 2 guns, Lieut.-Com. C. Webster, West River.	Ge
<i>Scario</i> , British sloop, 980 tons, 6 guns, Com. C. Hamilton, Shanghai.	*
<i>Sadapher</i> , British river-gunboat, 2 guns, Lt. Comdr. Carr, Hongkong.	Ge
<i>Sceptre</i> , British gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, Yangtze.	Ge
<i>Siff</i> , gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.	**
<i>Sisk</i> , torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Pownall, Hongkong.	Ha
<i>Smar</i> , receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.	Ja
<i>Sriddle</i> , British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.	Ill
<i>Sriddle</i> , coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.	Ir
<i>Sriddle</i> , 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. A. C. Clarke, en route Singapore.	Ka
<i>Sriddle</i> , British cruiser, 2,460 tons, 8 guns, 7,500 h.p., Capt. A. F. C. Noel, Nagasaki.	**
<i>Sriddle</i> , surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Hongkong.	Lu
<i>Sriddle</i> , twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.	Sch
<i>Sriddle</i> , coast defence ship, 2,750 tons, 4 guns, 25,000 i.h.p., Hongkong.	See
<i>Sriddle</i> , British gunboat, 2 guns, 560 h.p., Lieut.-Com. C. Watson, Kiukang.	Tig
<i>Sriddle</i> , British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.	Wa
<i>Sriddle</i> , torpedo-boats in Reserve Nos. 8 and 20, 35, 37 and 38, first-class; and 3 second-class etc.	K.
Miscellaneous.	
<i>Amastor</i> , Portuguese cruiser, 1,757 tons, Capt. Andrew, Macao.	No.